



पश्चिम मध्य रेलवे

पश्चिम मध्य रेल,
निर्माण संगठन,
दूसरा तल महाप्रबंधक कार्यालय भवन
जबलपुर, (म.प्र.) 482001

File No: EW/HQ/Quality control/Corr. (Computer No. 41506)

Dated 19.03.2025

All Dy CEs/C,

Sub: Quality of Track construction.

As an executing Agency, Construction Organization must create quality infrastructure and with the emphasis on higher track speed, our track laying must be par excellence.

Method statements on formation works and compaction on Bridge approaches was circulated in October 2024 and it is believed that the same is being implemented by field units. Photographs, Videos of the above was shown to CRS during his inspection of CPM/Kota section & it was well appreciated by him. It must be replicated by all field units.

While it is essential that properly leveled & compacted formation are provided, it is further important that Track is laid, ballasted, welded, packed and finally handed over with perfect alignment and level.

Following deficiencies have been noticed during track laying works at various sites.

1. SSE/P.way is not cross-checking formation level and alignment with SSE/Works before ballast spreading for track.
2. Ballast bad of 250 mm is not being rolled by Road Roller.
3. Alignment pegs (With the help of Total Station) for tracks are not being fixed, resulting in alignment issues specially at curves.
4. Two rounds of manual packing are not done religiously.
5. Sequencing of TRR, Welding and Tamping is not proper as any tamping after TRR by 20R Panels and welding doesn't help in getting proper alignment and level results.

Field units are advised to ensure proper compliance of item 1 to 4 and as regards item 5 above, following sequencing need to be adopted.

- 5 (i) Skeleton Track Laying as per alignment pegs.
- (ii) Ballasting and two rounds of manual packing including alignment corrections.
- (iii) Running Track Measuring Trolley.
- (iv) 2 rounds of Tamping with the data of Track Measuring Trolley.
- (v) TRR by 20 R Panels
- (vi) Welding and conversion to LWR.
- (vii) Final Tamping by Tamping Express
- (viii) Destressing.

Track Measuring Trolleys with Differential GPS to be used before tamping, which measures track parameters in global coordinates using obligatory points, prepares the data compatible to Track Machine Software for achieving Design Mode Tamping.

We need to immediately adopt the above without fail for sections planned for commissioning in 2025-26.

(M.S.Hashmi)
CAO/C/WCR

Copy: All CEs, CPM/Kota

Phone: 0761- 2620154, e-mail: caocwcrly@gmail.com